

PERMIT NO. 69532

NORTHERN PACIFIC RAILWAY COMPANY, a Wisconsin corporation, hereinafter called "Railway Company", in consideration of the agreements herein contained, hereby grants to (b) (6) and (b) (6) husband and wife, of Seattle, Washington, hereinafter jointly and severally called "grantee", permission, save as herein limited, to use for the purpose of a private road, but for no other purpose, the following described premises, situated in King County, Washington:

That portion of the Railway Company's 100-foot right of way for its Belt line in Government Lot 3 of section 29 in township 24 north of range 5 east of the Willamette Meridian, near QUENDALL station, lying between two lines parallel with and distant respectively 40 feet and 50 feet westerly, measured at right angles, from the center line of the main track as now constructed and between a line drawn at right angles to said center line from a point therein distant 100 feet southerly, measured along said center line, from the southerly end of the Railway Company's Bridge No. 6-2 and that certain private road crossing located 300 feet southerly, measured along said center line, from said southerly end of said bridge; said crossing being covered by that certain permit numbered 69073 and dated August 2, 1948, from the Railway Company to Willa Wilcox Mylroie, Ted H. Moser and the grantee herein.

This grant is made upon the following terms:

1. As rental for the full term hereof the grantee shall pay in advance the sum of five and no/100 dollars (\$5.00).
2. Said private road shall be constructed and maintained at the expense of the grantee with his own labor and material in a good and workman-like manner to the satisfaction of the Division Superintendent of the Railway Company.
3. On account of this permit having been given without any substantial consideration moving to the Railway Company, the grantee agrees to indemnify and hold harmless the Railway Company from any and all loss, cost, damage or injury arising or growing out of the existence of said private road upon the Railway Company's property, or arising or growing out of said road's proximity to the Railway Company's track, regardless of how such loss, cost, damage or injury may arise, and notwithstanding that it may arise in whole or in part from the negligence of the Railway Company's employees, agents or servants.
4. It is understood that this permit is only temporary in character and that the Railway Company may revoke and cancel the same at any time upon written notice of thirty (30) days and said notice shall be good if served personally upon the grantee or posted upon the premises or if deposited in a United States post office addressed to the grantee at 5607 Kirkwood Place, Seattle, Washington.
5. This permit cannot be transferred or assigned by the grantee without the written approval of the Railway Company.
6. This permit is subject to that certain cultivation, pasturage and roadway license numbered 66408 and dated November 1, 1946, issued by the Railway Company to said Ted H. Moser, covering portions of said right of way which include the above described premises.

USEPA SF



1338132

IN WITNESS WHEREOF, the parties hereto have executed these presents
this 1st day of September, 1948.

NORTHERN PACIFIC RAILWAY COMPANY

By: J.T. Moore
Industrial Agent

(b) (6)



Witnesses to signatures
of grantee:

R.E. Humphrey

T.M. Pilcher

Seattle Belt Line

Right

State of Washington

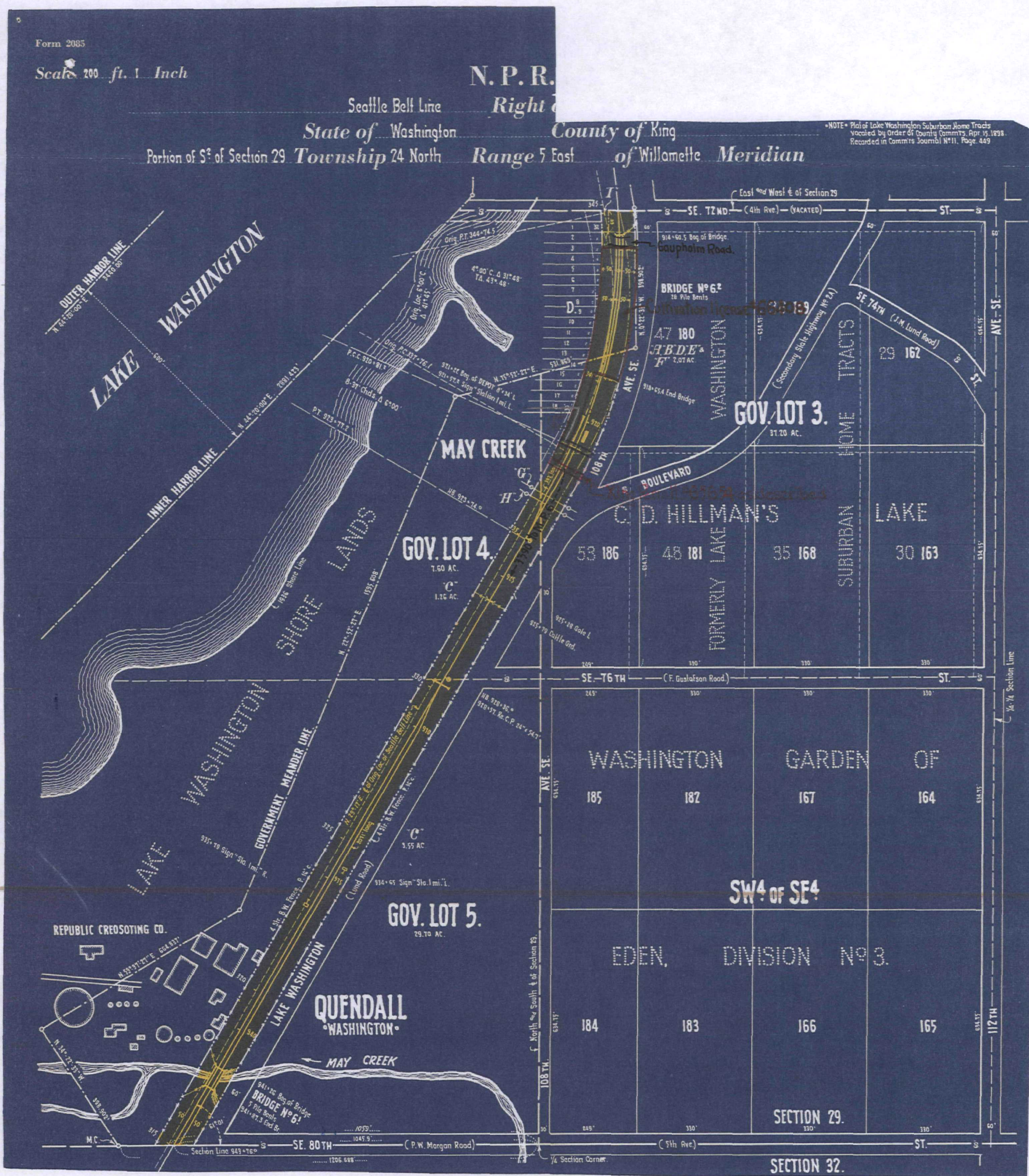
County of King

Portion of S² of Section 29 Township 24 North

Range 5 East

of Willamette Meridian

•NOTE• Plat of Lake Washington Suburban Home Tracts
voted by Order of County Commrs. Apr. 15, 1898
Recorded in Commrs Journal N° 11, Page. 449



Memo



Further work by me, re: Permits
69073, 69532 & 87584 will
not proceed until proposed Ripley Lane
extension (permanent encroachment) by
City of Renton is resolved to effect that it
will NOT permanently replace these three
permits.

See Easement 89198 file & letter of
10-18-62 to PD Edgell.

RMDE 10/25/62

See 92377 for temporary relocation
of City of Renton street.

RMDE 3/12/63

Cancelled

Pull card filed for ^{act.} ~~EX.~~ 1, 1964.
- E

P. 92377 rental paid to 3-14-64. Will check
status 3-2-64. RMDE 1-31-64

Worked up again to April 1, 1966 - E

November 4, 1968

Mr. Jack A. Hattleship
Ripley Lane Art. Company
P. O. Box 572
Bellevue, Washington

Dear Jack,

I met with Dale Shuey of J. H. Baxter Company and their attorney, James Harken, on the crossing. Mr. Harken will draw up a permit for the road on their property which will contain an indemnity clause and cancellation with 30-days notice - the same as they have from us.

You will be expected to bear the cost of constructing the road and any rearrangements they will have to make, as well as the attorney's fee.

I assume they will want also some sort of maintenance agreement.

I will draft a new permit which will allow your use of the crossing.

Next Tuesday nite and Wednesday I will be in Yakima if you have questions.

Yours very truly,

A. G. GRISSOM
Asst. Industrial Agent

AGG/jr

bcc: Mr. J. H. Hertog
Mr. J. O. Davies
Mr. R. G. Krohaugh
Mr. J. N. Bone

October 11, 1968

Mr. Jack E. Nettleship
Dipley Lane Appt. Company
P. O. Box 572
Bellevue, Washington

Dear Jack,

Thanked so much for the fishing trip, I can't recall having a better time. Perhaps I can reciprocate if I buy John's boat.

I just wanted to let you know that the local people are more than agreeable to consolidate your crossing with theirs at the J. B. Baxter & Co. They have written their office in California for their concurrence, so we should get some action shortly.

Yours very truly,

A. C. GRINSON

AK/jr

[69532]
Tr. lot 3 (NW⁴ SE⁴)
Sec. 29-24N-5E^{Wm}
ownerships

See proposed Rd. Imp.
Permit 97958 to
Aljo Corporation et al. We
may receive ownership data
from Crown Mortgage Co.
(Miss Glenda Nord) MA 4-4053.
RmE

11-28-66

8
- 24 9
14

10/25

September 27, 1948

(b) (6)

Seattle, Washington

Dear Sir and Madam:

Reference is made to my letter of September 20 to (b) (6) copy to you, about permit No. 69073 in favor of (b) (6) and yourselves, covering a private road crossing on our Belt Line right of way near Quendall, Washington.

So that you will have access to the crossing I send you herewith in duplicate proposed permit No. 69532 in your favor which would grant you the use for roadway purposes, in common with (b) (6) and subject to his license No. 66408, of the westerly 10 feet of our right of way for a distance of some 200 feet northerly from the crossing.

I trust that this permit is satisfactory and that you will sign both copies exactly as your names are typed under the signature lines and return both copies to this office with your check or money order for \$5.00 to cover rental for the full term and the expense of preparing the document.

After the Railway Company has executed the permit one signed copy will be returned to you.

Yours very truly,

LMJ:jhp

cc: (b) (6)

Renton, Washington

Dep'n 9/29/48
Industrial Agent
\$5.00 in cash rec'd. Duplicate
original of permit handed
to Mr. Erickson.
Lmg 9-29-48

Tacoma, August 5, 1948

Permit 65654
" 66408

INDUSTRIAL DEV. DEPT.

AUG 6 1948

SEATTLE, WASH.

Mr. J. T. Moore:

Replying to your letter of July 23d relative to permit No. 65654 in favor of (b) (6) covering a private road crossing located 3390 feet northeasterly from Mile Post 6, and cultivation and pasturage license No. 66408 in favor of (b) (6), covering a portion of our right of way under and near Bridge 6.2, Lake Washington Belt Line, and returning herewith plat that accompanied your letter:

For your information, I have had this matter investigated by District Roadmaster R. L. Robinson, and his letter of July 30th reads as follows:

"Referring to your letter of July 24th with enclosure copies of (b) (6)'s letter of July 23d, which is hereby returned with plat attached, with reference to private crossing permit No. 65654, favor of (b) (6) and later this same crossing by a mutual agreement between (b) (6) was assigned to both parties as a means of egress and ingress to the (b) (6) property to avoid placing another private crossing.

"At the time that lease favor of Mr. (b) (6) was proposed and later granted it was the intentions that the outer 30 foot portion of area covered by this pasturage and agriculture lease could be used as a longitudinal roadway by Mr. (b) (6) on south side of track from the crossing northerly to south line of the (b) (6) property. Please see my letter of September 25, 1946.

"Now that Mr. (b) (6) has been granted permission to use this strip of ground both for pasturage and agriculture, as well as a roadway and it meets with the approval of him to allow Mr. and Mrs. (b) (6) to use the same

Seattle, Washington

August 5, 1948

Mr. I. P. Iversen
Superintendent
Tacoma, Washington

Referring to your letter of August 5 about permit No. 65654 in favor of (b) (6) covering a private road crossing and cultivation or pasturage license No. 66408 in favor of Ted H. Moser both near Quendall, Washington.

I return herewith the plat I sent you with my letter of July 23 and suggest that you initiate an application for a permit in favor of (b) (6) covering the north-westerly 15 feet of our right of way between the crossing and the north line of the (b) (6) s property.

The application papers in cultivation license No. 66408 show approval of a 10 foot roadway but the (b) (6) desire a 15 foot roadway.

Industrial Agent

LMJ/pk

Enclosure

6/24

Seattle, Washington

July 23, 1948

Mr. I. P. Iversen
Superintendent
Tacoma, Washington

Referring to permit No. 65654 in favor of (b) (6) and (b) (6) covering a private road crossing located 3390 feet northeasterly from Mile Post 6 near Quendall station and to cultivation or pasturage license No. 66408 in favor of (b) (6) covering portions of our right of way under and near Bridge No. 6.2 near said station:

Herewith is a plat showing the crossing as described in permit No. 65654 by red lines and cultivation or pasturage license No. 66408 by a brown outline.

(b) (6) was in the office last week. She informs me that (b) (6) was killed last Spring and that she would like to have his half interest in the private road crossing permit transferred to her. She states that she is a graduate engineer and that she is convinced the description of the crossing is incorrect, that it is actually in or near the location shown by blue lines on the plat. She recently sold the part of her property north of the crossing to (b) (6) (b) (6) Seattle, Washington, and she requested that the Railway Company grant to the (b) (6) a roadway permit occupying the portion of our right of way lying westerly of the silver line on the plat.

I told her that the Railway Company is not in favor of granting such permits and suggested that she should have given the (b) (6) an easement through her own property. She contends, however, that such an easement would too greatly damage her property and that we should permit the (b) (6) to use our right of way inasmuch as we have given (b) (6) permission to do so. She says that (b) (6) will not object to the use by the (b) (6) in common with him, of a portion of the right of way now described in (b) (6) license No. 66408, and I suppose we could grant them a permit subject to license No. 66408.

If you approve, will you please initiate an application for a permit in favor of the (b) (6) and let me know if you approve the assignment of (b) (6) interest in permit No. 65654 to (b) (6). Also, it might be well to check the actual location of the crossing.

Industrial Agent

MMJ/pk
Enclosure

Mr. Moore

-2-

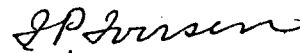
August 5, 1948

crossing and the strip of ground as a roadway, it would also be my recommendation to grant them this permission.

"I have checked the location of the private crossing No. 65654 and measured the distance from eastward end of our Bridge No. 6-2 to center line of crossing. This distance is actually 300 feet and this agrees with the plat as to location. It would be my recommendation that (b) (6) be granted in full the permit No. 65654 and further assign the use of this crossing to (b) (6) and grant the use of the right of way as a longitudinal roadway on south side of track northwardly to the south line of the (b) (6) property.

"Following the granting of this privilege, I would suggest that each of the individuals be informed that the planking in this crossing covered by permit No. 65654 is rapidly becoming badly decayed and will soon require replacing with some improvement on the approaches to crossing which should be built up as a matter of safety and by all means inform them to keep the brush out on each side of crossing a distance of 500 feet which they agreed to do when granted the crossing. It would appear that if these three parties would unite with very little effort they could clean up this area quickly as a matter of safety. And also inform (b) (6) that he should continue his efforts to keep his agricultural lease cleaned up of refuse and dry grass to avoid fires."

I. P. Iversen



Superintendent

Enclosure

U.S. DOT — AAR CROSSING INVENTORY FORM

(PLEASE PRINT)

INITIALS:

DATE:

10/03
8/22/74

Part I Location and Classification of All Crossings (Must Be Completed)

1. Railroad Operating Company

3 NWA

2. Railroad Division or Region

PACIFIC

3. Railroad Subdivision or District

DPA

4. State

WV

5. County

KING

6. County Map. Ref. No.

17-BE

7. City

Belle Vue

8. Nearest City

Belle Vue

9. Highway Type and No.

+

10. Street or Road Name

11. RR I.D. No.

12. Nearest RR Timetable Station

QUENDALL

13. Branch or Line Name

BARBEE SPRING

14. Railroad Mile Post

64.63

DO NOT WRITE IN THIS SPACE

State

County

City

Nearest City

RR Code

Timetable Station

15. Pedestrian Crossing

16. Private Vehicle Crossing

17. Public Vehicle Crossing

☐ 1. at grade

☐ 1. Farm ☒ 2. Residential ☐ 3. Recreational ☐ 4. Industrial

☐ 1. at grade

☐ 2. RR under

☐ 5. at grade ☐ 6. RR under ☐ 7. RR over ☐ 8. signs—specify ☐ 9. signals—specify ☐ 10. none

☐ 2. RR under

☐ 3. RR over

☐ 3. RR over

COMPLETE REMAINDER OF FORM ONLY FOR PUBLIC VEHICLE CROSSINGS AT GRADE

Part II Detailed Information for Public Vehicular at Grade Crossing

A. Typical Number of Daily Train Movements

1B. Check if Less Than One Movement Per Day

2. Speed of Train at Crossing

A. Maximum time table speed

B. Typical Speed Range Over Crossing from to mph

Daylight (6 AM to 6 PM)
thru trains switching

Night (6 PM to 6 AM)
thru trains switching

Type and Number of Tracks

main other If other specify

Does Another RR Operate a Separate Track at Crossing?

☒ Yes ☐ No Specify: RR

Does Another RR Operate Over Your Track at Crossing?

☐ Yes ☐ No Specify: RR

Type of Protection at Crossing

A. Signs:

S.N. Loc. On R.R. P.O. S.W. of KING

Crossbucks
reflectORIZED non-reflectORIZED
Number Number

Standard Highway
Stop Sign
Number

Other Stop Signs
Number

Other Signs: Specify
Number Number Number

B. Train Activated Devices:

Gates
red & white reflectORIZED other colored
Number Number

Cantilevered Flashing Lights
over traffic lane not over traffic lane
Number Number

Mast Mounted
Flashing Lights
Number

Other
Flashing Lights
Specify: Number

Highway
Traffic
Signals
Number

Wigwags
Number

Bells
Number

C. Specify Special Protection not Train Activated (List is in instructions)

D. No Signs or Signals

Is Commercial Power Available? ☐ Yes ☐ No

8. Does Crossing Signal Provide Speed Selection for Trains? ☐ Yes ☐ No ☐ N/A

Method of Signaling for Train Operation: Is Track Equipped with Signals? ☐ Yes ☐ No

Part III Physical Data

Type of Development ☐ 1. Open Sp. ☐ 2. Res. ☐ 3. Comm. ☐ 4. Ind. ☐ 5. Inst.

Smallest Crossing Angle

☐ 0°-29° ☐ 30°-59° ☐ 60°-90°

Number of Traffic Lanes Crossing Railroad

Are Truck Pullout Lanes Present? ☐ Yes ☐ No

5. Is Highway Paved? ☐ Yes ☐ No

6. Pavement Markings
☐ Stoplines ☐ RR Xing Sym. ☐ None

7. Are RR Advance Warning Signs Present?

☐ Yes ☐ No

8. Crossing Surface

☐ 1. Sec. Timber ☐ 2. Full Wd. Plank ☐ 3. Asphalt ☐ 4. Concrete Slab
☐ 5. Concrete Pave. ☐ 6. Rubber ☐ 7. Metal Sections ☐ 8. Other Metal
☐ 9. Unconsolidated

9. Does Track Run Down A Street?

☐ Yes ☐ No

10. Nearby Intersection Highway?

☐ Yes ☐ No

Part IV Highway Department Information

1. Highway System

Is Crossing on State Highway System? ☐ Yes ☐ No

4. Estimate AADT

Functional Classification of Road over Crossing

5. Estimate Percent Trucks

BN
91 743 Y

